

I claim as my invention:

1 1. A water vessel, comprising:

 at least three closed gas containers fastened into close lateral proximity with fastening means to define an interstitial hold space between said containers defining a vessel hold.

1 2. The water vessel of claim 1, wherein said gas containers
2 comprise two hull tubes and a cover tube all having substantially
3 circular cross-sections, said cover tube being substantially
4 centered over and nesting on top of and between said two hull
5 tubes;

6 such that said hull tubes provide vessel structure and
7 buoyancy for said vessel to float.

8 3. The water vessel of claim 2, wherein said fastening means
9 is tube fastening means and comprises a looped outer skin of sheet
10 wrap material wrapping around said tubes and protecting said tubes
11 from sunlight and from high speed water friction.

 4. The water vessel of claim 2, wherein said hull tubes have upwardly angling hull tube forward ends for defining a bow shape.

1 5. The water vessel of claim 4, wherein said hull tubes have
2 downwardly angling hull tube rearward ends.

1 6. The water vessel of claim 2, wherein said hull tubes are
2 laterally spaced apart from each other to increase the size of said
3 hold.

1 7. The water vessel of claim 2, wherein said hold comprises
2 a hold framework.

1 8. The water vessel of claim 2, wherein said at least three
2 tubes are formed of one of rubber and rubberized cloth.

1 10. The water vessel of claim 2, additionally comprising a
2 hull shell fastened underneath and cradling and retaining said hull
3 tubes for adding structural integrity to said vessel and for
4 providing a durable hull of a shape suited to surface
5 characteristics of a body of water to be crossed.

1 11. The water vessel of claim 10, wherein said hold comprises
2 a rigid tube resting on top of said hull shell between said hull
3 tubes.

1 12. The water vessel of claim 2, wherein said at least three
2 tubes are filled with lighter-than-air gas for increasing buoyancy
3 and thereby reducing the draft of said vessel and reducing drag.

1 13. The water vessel of claim 2, wherein said tubes have tube
2 walls and portions of said tube walls bordering said hold are
3 flatt ned to increase hold volume and to permit said hold to
4 substantially conform in shape to conventional cargo containers.

1 14. The water vessel of claim 2, additionally comprising an
2 engine drivably connected to two counter-rotating propellers for
3 propelling said water vessel.

1 15. The water vessel of claim 2, additionally comprising an
2 engine and a hydraulic system with a pump driven by said engine and
3 a hydraulic cylinder with a rear thruster shaft extendable from
4 said water vessel for abutting a dock stop structure during rear
5 docking.

1. 16. A method of assembling a water vessel comprising at least
2 thr e clos d gas containers fastened into close lateral proximity
3 with fastening means to define an interstitial hold space between
4 said containers defining a vessel hold; wherein said gas containers
5 comprise two hull tubes and a cover tube all having substantially
6 circular cross-sections, said cover tube being substantially
7 centered over and nesting on top of and between said two hull
8 tubes, such that said hull tubes provide vessel structure and
9 buoyancy for said vessel to float; said fastening means being tube
10 fastening means and comprising a looped outer skin of sheet wrap
11 material wrapping around said tubes and protecting said tubes from
12 sunlight and from high speed water friction, the method comprising
13 the steps of placing said tubes within said loop of wrap material,
14 at least one of said tubes being in at least partially deflated
15 form, and inflating at least one of said tubes until said tubes
16 bear against said loop of wrap material and cause said loop of wrap
17 material to become taut and grip said tubes with friction
18 engagement.

1 17. A method of disassembling the water vessel of claim 16,
2 comprising the steps of deflating at least one of said tubes until
3 said loop of wrap material become loose and the friction engagement
4 is reduced, and removing said tubes from within said loop of wrap
5 material.